

Officer Report

Application Number:	HGY/2026/0171
Application Type:	Full planning permission
Address:	Land at rear garden of 17 Sirdar Road, Wood Green, London, N22 6QP
Proposal:	Sub-division of site, demolition of the existing garage for erection of three-storey residential building with basement level for 4 × 1-bedroom flats with associated cycle and bin storage.
Case Officer:	Daniel Boama
Valid Date:	02/02/2026
Applicant:	Mr George Karaolis
Agent:	Mr George Karaolis

RECOMMENDATION

Approve with Conditions

1. SITE DESCRIPTION

The application site is an existing garage at the rear of the 17 Sirdar Road that faces Westbury Avenue and is adjacent to no.12. The site is not within any conservation area nor is it within the curtilage of a listed building. To the northwest of the site is predominantly residential, with a local shopping parade on Westbury Avenue between nos.28 to 44 and nos.57 to 79. There is a line of trees and fencing to the southwest of the site, that are to the rears of nos.1 to 15 Sirdar Road. Westbury Avenue bridges over the Westbury Avenue Herb Garden, which can be accessed by a footpath on either side of Westbury Avenue.

2. THE PROPOSAL

This is an application for the sub-division of the site, demolition of the existing garage for erection of three-storey residential building with basement level for 4 × 1-bedroom flats with associated cycle and bin storage.

Revised drawings were provided to show that the internal floor-to-ceiling height would meet the minimum requirement of 2.5m for at least 75 per cent of the gross internal area for each flat. Also, all the above ground flats (3 in total) would be 1b1p.

3. RELEVANT PLANNING AND ENFORCEMENT HISTORY

The most recent planning history in relation to the site is as follows.

HGY/2023/1216

Proposal: Sub-division of site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage.

Decision: Not Determined. Appeal dismissed on 16 August 2024 (ref. APP/Y5420/W/23/3332190)

HGY/2024/0587

Proposal: Sub-division of site, demolition of the existing garage and construction of a new dwelling containing 4 × 1-bed flats, comprising of a basement level and 3 above-ground levels, with associated cycle and bin storage.

Decision Date: 25 April 2024

Decision: Refused. Appeal dismissed on 3rd March 2025 (ref. APP/Y5420/W/24/3353164)

4. Consultation response

Internal & External Consultees

The following were consulted on the planning application:

LBH Transportation Officer:

The following have been requested and summarised where necessary:

1. Clarity is sought on whether 5 or 6 cycle parking spaces would be provided due to difference between application form and design and access statement.
2. The applicant is required to re-investigate the feasibility of installation of measures to improve accessibility to the bike store, e.g. a bike wheeling ramp, because they would be stored at the lower ground level.
3. The applicant in its Design and Access Statement has committed to the site being car-free. The applicant will be expected to agree to a condition to secure a s106 agreement making the site car-free for all prospective residents since the site is in a CPZ and in a PTAL 6a area. Prospective residents will therefore not be permitted to apply for residential parking permits. The only exception to this will be for blue badge holders.
4. A Construction and Demolition Method Statement should be provided to address the works programme, envisaged trip generation, commitment to avoiding high peak hours (08:00-09:00 and 17:00-18:00) for works movements, construction vehicle routing, management of works vehicles/deliveries and any footway/parking bay suspensions – number and envisaged duration etc.

Officer response: Under appeal reference APP/Y5420/W/24/3353164 for the previous dismissed proposal, although the inspector stated that that the cycles being carried up and down the steps would be an awkward arrangement, they stated that the London Cycling Design Standards recommendation that cycle storage should avoid the obstacles is not mandatory. Therefore, the proposed cycle storage is considered acceptable in this case. A condition will be imposed to request for more details on the proposed cycle secure storage.

Flood & Water Management Lead: No objection.

LBH Climate Change: The development achieves a reduction of 66% in regulated carbon dioxide emissions on site against Building Regulations Part L 2021, which is supported in principle. This is achieved through significant fabric improvements, good air tightness, and the installation of Air Source Heat Pumps (ASHPs). However, Solar PV panels are not proposed, and this reduces alignment with Net Zero Carbon objectives and in accordance with Policy SP4: 20% onsite reduction with renewable energy generation. Therefore, we recommend that PV feasibility be revisited at later stages and has been conditioned.

Local Plan Policy SP4 requires all new development to be zero carbon. The proposal achieves a 66% reduction, resulting in a carbon shortfall of 1.1 tCO₂/year. A carbon offset contribution of

£3,135 is therefore required to offset the remaining emissions, calculated at £95 per tCO₂ over 30 years. This shall be secured via Unilateral Undertaking (UU).

Transport for London (TfL): The proposed demolition and construction works are associated with a development to be accessed from A1080 Westbury Avenue which forms part of the Strategic Road Network (SRN). TfL has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN. The A1080 is served by four bus routes, although the nearest stops are approximately 100m away. The footway and carriageway on the A1080 Westbury Avenue should not be blocked during the proposed demolition and construction works. Temporary obstructions during the conversion should be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A1080 Westbury Avenue. All vehicles should only park / stop at permitted locations and within the time periods permitted by existing on-street restrictions. For cycle parking, London Plan policy sets out that there should be 1 space per studio or 1 person 1 bedroom dwelling, and 1.5 spaces per 2 person 1 bedroom dwelling. TfL have no further comments to provide.

Neighbour Consultation

The number of representations received from neighbours in response to notification and publicity of the application were as follows:

No of individual responses: 2

Objection: 2

The following comments were raised in the representations received:

- Intolerable amount of pollution/congestion in this area
- Mannoek Road is at the end of a Low Traffic Neighbourhood and is usually under pressure with vehicles turning back.
- The build up of traffic and congestion has a deteriorating effect on the health of asthmatic and other people with health problems.
- If granted the builders/occupants of flats will use the pathway that runs along the embankment from Mannoek Road, which is not a public pathway and unsuitable for constant or commercial traffic.
- Would heavily impact upon road users (especially public transport) of westbury avenue and increase pollution from that road.
- That the builders/purchasers/occupants will seek to use the lane that runs from the cul de sac on Mannoek road through to the rear of 15 Sirdar road.
- There is no assessment made for sewerage impact that has been included in this application.
- That the builders may seek to encroach upon council land and destroy the shrubbery rather than be inconvenienced.

Officer response: A condition will be imposed for a construction management plan, which should allow a more careful management of the construction times and vehicles access, which will be considered by the Transport Team.

5. PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and appearance;
3. Development on Infill Backland and Garden Land Sites;

4. Standard and quality of residential accommodation;
5. Housing Mix;
6. Impact on neighbouring amenity;
7. Transport considerations;
8. Waste Management;
9. Residential Basement Development;
10. Energy Statement.

Principle of development

London Plan (2021) Policy H2A outlines a clear presumption in favour of development proposals for small sites (below 0.25 hectares in size) and sets out a minimum target in Table 4.2 for boroughs (Haringey –10 year target is 2,600).

London Plan Policy D3 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services.

Haringey Local Plan policy SP2 outlines that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target of 19,802 homes from 2011-2026.

Policy H1 'Increasing Housing Supply' seeks to increase housing supply across London. The supporting text 'recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford'. The policy states that Boroughs should seek to enable additional development capacity, including through intensification.

The proposal would add additional residential units to the borough's housing stock, which would work towards meeting the above identified housing delivery objectives for the borough. The principle of additional housing is therefore acceptable.

Design and appearance

London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D4 'Delivering good design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.

Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character to contribute to the creation and enhancement of Haringey's sense of place and identity. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.

The proposed block of flats would have a similar appearance to the neighbouring properties between nos.12 to 24 Westbury Avenue with the bay windows on the ground and first floor level. The exceptions would be that the proposed building would be detached, the pinnacle on the roof above the bay windows would be gabled instead of hipped, and the site would have a basement level with a lightwell to the front. It matches the gable pinnacle on of the host site (17 Sirdar Road).

The building follows the existing building line as the neighbouring properties between No.12 to 24 Westbury Avenue, and appears to have a similar scale, massing, and height from ground level and above as the neighbouring properties.

The proposal follows a similar character and appearance as the previous proposal under HGY/2024/0587, which was dismissed on appeal under reference APP/Y5420/W/24/3353164; however, on the matter of character and appearance and taking into consideration the lightwell and 50% small front garden, the Inspector stated that although the proposal would require more wheelie bins in comparison to neighbouring properties, the storage of numerous bins in front gardens is already part of the established character of the area, so the arrangement of the storage in one part of the garden as a result of the lightwell would not be dissimilar in appearance to neighbouring properties. Therefore, the proposed development would not harm the character and appearance of the surrounding area.

Development on Infill Backland and Garden Land Sites

Policy DM7 'Development on Infill Backland and Garden Land Sites' states that there will be a presumption against the loss of garden land unless it represents comprehensive redevelopment of a number of whole land plots. The Council also requires that development proposals for infill, backland and garden land should meet the requirements of Policies DM1 and DM2 and must relate appropriately and sensitively to the surrounding area, provide a site specific and creative response to the built and natural features of the area, repair or re-provide street frontages and provide additional passive surveillance and increased security, safeguard privacy, amenity, and ensure no loss of security for adjoining houses and rear gardens, retain and provide adequate amenity space for existing and new occupants, incorporate at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces, and not result in 'gated developments that prevent access which would normally be provided by a publicly accessible street.

The site is located on the rear garden of No.17 Sirdar Road, which is proposed to replace the existing outbuilding and subdivide the site. Unlike the neighbouring gardens belonging to the odd numbered properties along Sirdar Road, the site's rear garden stretches to the pavement on Westbury Avenue. The proposed building would be similar in appearance to the neighbouring properties along Westbury Avenue, relating positively to the street scene. The front entrance would face Westbury Avenue and thereby accessible from street level.

As mentioned in the above section, the addition of the basement level and lightwell are not considered to impact on the character and appearance of the existing street scene. The proposal safeguards privacy, amenity, and ensures no loss of security for adjoining properties and rear gardens. Due to the nature of the proposed site having a long garden that stretches to Westbury Avenue where the existing garage is proposed to be replaced by the development, the proposed development would appear as if it does not sit on an infill site, but rather a separate plot adjacent to No.12 Westbury Avenue, therefore it would relate positively to the neighbouring street scene. The proposal would help eliminate this security risk by aligning the fences of the proposal with the surrounding properties/fencing. The proposed development is considered acceptable.

Standard and quality of residential accommodation

London Plan Policy D6 requires housing developments to be of high quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. Table 3.1 sets out the internal minimum space standards for new developments, while Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments.

Flat No./Level | Units (Beds / Persons) | Bedroom | Living Kitchen/Dining Area | Total Area | Min Space Standard | Complies?

Flat 1/Basement level | 1B2P | 18.7 sqm | 30.0 sqm | 63.4 sqm | 50 sqm | Complies.

Flat 2/Ground floor level | 1B1P | 19.0 sqm | 26.5 sqm | 49.5 sqm | 39 sqm | Complies.

Flat 3/First floor level | 1B1P | 19.5 sqm | 21.3 sqm | 44.7 sqm | 39 sqm | Complies.

Flat 4/Second floor level | 1B1P | 14.3 sqm | 25.8 sqm | 48.1 sqm | 39 sqm | Complies.

All the proposed flats would exceed the minimum space standards for accommodation for future occupants. The revised drawings also show that each flat would meet the minimum internal floor-to-ceiling height requirement of 2.5m.

Each flat would have access to private outdoor amenity space. Flat 1 would have access to a private courtyard of 11.3sqm and ground floor level rear garden via steps. Flat 2 would also have access to a private rear garden of around 30sqm, which would be treated fencing to separate it from the rear garden the belongs to Flat 1. Flats 3 and 4 would each have access to the balcony, each measuring 6sqm and exceed the minimum depth and width of 1.5m. The proposal complies with policy DM12 in the Haringey Development Plan and London Plan.

Basement level Flat

An Internal Daylight Assessment document was submitted by T16 Design Ltd to measure the amount of daylight that the habitable rooms in the basement level flat would receive by using the Target Daylight Factor (DFT) test to measure. The results from the table in the document on page 6 would show that the minimum Target Daylight Factor for the Kitchen/Living/Dining room and the Bedroom are exceeded and therefore the amount of light that basement flat receives is acceptable.

Housing Mix

DPD Policy DM11 'Housing Mix' part A)a) states that proposals for new residential development, including mixed-use schemes comprising residential accommodation, should provide a mix of housing having regard to individual site circumstances, including location, character of its surrounds, site constraints and scale of development proposed. Part C states that Council will not support proposals which result in an overconcentration of 1 or 2 bed units unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes which include larger and family sized units.

Following the dismissed appeal, reference APP/Y5420/W/24/3353164, the inspector concluded that the provision of 4 one-bedroom dwellings would be appropriate given the circumstances of the area, therefore the housing mix in this context is considered acceptable. on balance and considering the circumstances of this site, an exception can be supported in this instance.

Impact on neighbouring amenity

London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.

Basement Level flat (Flat 1)

The Basement level bedroom has side opening French door to the courtyard that connects with the steps that lead to its private outdoor amenity space in the rear garden, and a window on either side of the French door. Considering that the French doors and side windows are at lower ground level, it is not considered to lead to overlooking.

Ground, First, and Second Floor Level flats (Flats 2, 3, and 4)

Each flat bedroom would be served by French doors on the rear elevation of the outrigger that provide access to their designated private outdoor amenity space. The living/kitchen/ dining room would be served with windows on the front and rear elevation of the main body of the building. The side windows on the southwest elevation would not be serving habitable rooms. There are no properties on the southwest side of the building, therefore no concerns of impact on amenity.

Transport considerations

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.

DPD Policy DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as 'car capped'.

The site is in a PTAL score area on 6a, which indicates that it has excellent access to public transport, and is also in the Wood Green Outer Zone CPZ. The development be car-free, which the applicant has also agreed to, as mentioned in the Design and Access Statement. A pre-occupation condition will be imposed to ensure that the applicant enters into a legal agreement with the Council that restricts future occupiers of the development from being eligible for parking permits within the local controlled parking scheme.

The proposed cycle storage would be stored in a Lockable Timber Bike Storage Unit, which would contain a 5-Bike Semi Vertical Metal Storage Rack that would allow for each bike to be secured to the metal storage rack and independently accessed. The storage unit would be located at basement level, and so it would not have step free access at street level.

Subject to the Transportation Officers comments, the applicant is proposing bike wheeling ramp and 5no. cycle parking spaces in total. Under appeal reference APP/Y5420/W/24/3353164 for the previous dismissed proposal, although the inspector stated that that the cycles being carried up and down the steps would be an awkward arrangement, they stated that the London Cycling Design Standards recommendation that cycle storage should avoid the obstacles is not mandatory. Therefore, the proposed cycle storage is considered acceptable in this case. A condition will be imposed to request for more details on the proposed cycle secure storage.

Waste Management

DPD Policy DM4 'Provision and Design of Waste Management Facilities' states that all proposals will be required to make on-site provision for general waste, the separation of recyclable materials and organic material for composting.

The plans indicate that waste and recycling storage would be provided in the front garden at ground floor level. It would comprise 8 bins including the following: 4 x 25L food waste (stacked vertically 2 x 2), 2 x 140L bins (1 x refuse and 1 x recycling), and 4 x 240L bins (2 x refuse and 2 x recycling). This is similar to previous proposal under HGY/2024/0587, which, although was dismissed on appeal under reference APP/Y5420/W/24/3353164, was found to provide an adequate supply of bin storage by the inspector.

Residential Basement Development

Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques.

DPD Policy DM18 'Residential Basement Development and Light Wells' states that the construction of new basements, including in existing dwellings will only be permitted where it can be demonstrated that the proposal Will not adversely affect the structural stability of the application building, neighbouring buildings and other infrastructure, including the adjoining highway, having regard to local geological conditions, does not increase flood risk to the property and nearby properties from any source (see Policy DM24), avoids harm to the appearance or setting of the property or the established character of the surrounding area, will not adversely impact the amenity of adjoining properties by reason of noise or increased levels of internal or external activity, and will not adversely impact the local natural and historic environment.

The proposed scheme involves the creation of a basement and lightwell to create one basement level flat and 3 above-ground level flats. Access to the basement level flat would be via a lightwell at the front on Westbury Avenue. The proposal has been supported with a Preliminary Basement Impact Assessment by Jomas Associates Ltd that the impact it would have on the structural stability of adjoining properties, potential increase of flood risk, or damage the character of the area. The site is in flood zone 1 and so there is a low probability of flooding at the site, and it is not located within a critical drainage area. The internal daylight assessment that was carried out by T16 Design concluded that the assessed rooms in the Basement level flat meet the recommendations using the DFT test. This means that the future occupants will enjoy a well-lit environment, with reduced reliance on artificial lighting.

The proposed drawings shows that 50% of the front garden would be retained at street level. In the dismissed appeal reference APP/Y5420/W/23/3332190, the inspector concluded that sufficient information was provided to conclude that the proposal would not have a harmful impact on land stability, therefore the introduction of a lightwell and basement is considered acceptable. Standard conditions to secure a supervising engineer is recommended.

Energy Statement

The Council's Climate Change have reviewed the submitted Energy Statement by Base Energy and confirm that the development achieves a reduction of 66% in regulated carbon dioxide emissions on site against Building Regulations Part L 2021, which is supported in principle. This is achieved through significant fabric improvements, good air tightness, and the installation of Air Source Heat Pumps (ASHPs). However, Solar PV panels are not proposed, and this reduces

alignment with Net Zero Carbon objectives and in accordance with Policy SP4: 20% onsite reduction with renewable energy generation. Therefore, the PV feasibility be revisited at later stages and a carbon offsetting contribution has been conditioned.

6. CONCLUSION

Following changes to the previous refusals and dismissed appeals and revisions in the current proposal, the proposal is considered acceptable for the reasons set out above and complies with relevant planning policy.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

7. CIL APPLICABLE

Based on the information given on the plans, the Mayoral CIL charge will be £12,495.01 (171.8sqm x £72.73) and the Haringey CIL charge will be £10,349.23 (171.8sqm x £60.24) (Indexation included). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative is be attached advising the applicant of this charge.

8. RECOMMENDATION

GRANT PERMISSION subject to the following conditions:

Conditions:

- 1 The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

- 2 The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed below, other than where those details are altered pursuant to the conditions of this planning permission.

Approved drawings list: PL004, PL005, PL006, PL007, PL008, PL009, and PL0010, Site location plan.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 Prior to the commencement of buildings works above grade, detailed drawings, including sections, to a scale of 1:20 to confirm the detailed design and materials of the:

- a) Detailed elevational treatment;
- b) Detailing of roof and parapet treatment;
- c) Windows and doors (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors at a scale of 1:10), which shall include a recess of at least 115mm;
- d) Details of entrances and porches which shall include a recess of at least 115mm;
- e) Details and locations of down pipes, rainwater pipes or foul pipes and all external vents;
- f) Details of balustrading;
- g) Facing Brickwork: sample panels of proposed brickwork to be used showing the colour, texture, pointing, bond, mortar, and brickwork detailing shall be provided;
- h) Details of cycle, refuse enclosures and plant room; and
- i) Any other external materials to be used,

Shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted and together with a full schedule of the exact product references for all materials.

The development shall thereafter be carried out solely in accordance with the approved details.

Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policy DM1 of the Development Management Development Plan Document 2017.

- 4 No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:
- a) parking and management of vehicles of site personnel, operatives and visitors
 - b) loading and unloading of plant and materials
 - c) storage of plant and materials
 - d) programme of works (including measures for traffic management)
 - e) provision of boundary hoarding behind any visibility zones
 - f) wheel washing facilities:
- have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

- 5 Notwithstanding the approved plans, final details of the refuse and waste storage recycling facilities shall be submitted to and approved in writing by the local planning authority, prior to first occupation of the development. Such a scheme as approved shall be implemented prior to first occupation and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017.

- 6 Notwithstanding the approved plans, final details of the type and location of secure and covered cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development hereby approved. The development shall not be occupied until a minimum of 5no. cycle parking spaces for users of the development, have been installed in accordance with the approved details.

Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

- 7 Prior to the commencement of development hereby approved, a plan showing a 1.7 metre high privacy screen along the northeast boundary for the balconies belonging to the first and second floor flats, shall be submitted to and approved in writing by the Planning Authority. Development shall be carried out in accordance with the approved details prior to the first use of the balconies and the screening shall be retained in perpetuity unless otherwise agreed in writing by the Planning Authority.

Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 8 No development shall take place until details of rear garden fencing between the private rear gardens of the Basement level flat and Ground floor level flat at a scale of 1:20, have been submitted to and approved in writing by the Local Planning Authority. Details shall include the proposed design, height and materials. The approved works shall be completed prior to occupation of the development and shall be permanently retained thereafter.

Reason: To avoid overlooking into the flats within the development and to comply with Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 9 No development shall take place until details of all enclosures around the site boundary (fencing, walling, openings etc) at a scale of 1:20, have been submitted to and approved in writing by the Local Planning Authority. Details shall include the proposed design, height and materials. The approved works shall be completed prior to occupation of the development and shall be permanently retained thereafter.

Reason: In the interest of public safety and security and to protect the visual amenity of the locality consistent with Policies D1 and D3 of the London Plan 2021 and Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 10 The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Build Energy Ltd (dated Sep 2025) delivering a minimum 66% improvement on carbon emissions over Part L 2021 with high fabric efficiencies, low carbon heating system and solar photovoltaic (PV) array.

(a) Prior to above ground construction, details of the Energy Assessment shall be submitted to and approved by the Local Planning Authority. This must include:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 10% reduction under Be Lean;
- Confirmation of the necessary fabric efficiencies and other measures to improve the Energy Use Intensity and Space Heating Demand aiming for the GLA benchmarks;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency

level of the PVs; how overheating of the panels will be minimised; their peak output (kWp)

- Specification of any additional equipment installed to reduce carbon emissions.

The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

(b) The solar PV arrays and low carbon heating system must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate.

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.

- 11 No dwelling shall be occupied until details of the location of a water butt of at least 120L internal capacity to be installed to intercept rainwater draining from the roof of each dwelling has been submitted to and approved in writing by the Local Planning Authority and subsequently provided at each dwelling. The approved facilities shall be retained.

Reason: To reduce the risk of flooding and demand for water, increase the level of sustainability of the development and in line with Haringey Local Plan Policy SP5, DM21, DM24 and DM25.

- 12 The development for basement works hereby approved shall not commence until such time as a suitably qualified chartered engineer with membership of the appropriate professional body has been appointed to inspect, approve and monitor the critical elements of both permanent and temporary basement construction works throughout their duration to ensure compliance with the design which has been checked and approved by a building control body. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Any subsequent change or reappointment shall be confirmed forthwith and retained for the duration of the construction works.

Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with policy DM18 of the Local Plan 2017.

- 13 The Owner shall enter into a legal agreement with the Council to secure that the occupiers of the additional residential units created by the development shall not be eligible to obtain residents' parking permits or visitor parking permits within the local Controlled Parking Zone, save for persons who are entitled to such permits by virtue of a statutory disability exemption or any successor legislation.

Reason: To promote sustainable travel patterns, minimise reliance on the private car, and ensure the development does not generate additional on-street parking demand, in accordance with London Plan Policies T6 and T6.1, Policy SP7 of the Haringey Local Plan (2017), and Policy DM31 of the Development Management DPD (2017).

- 14 Prior to the occupation of the dwelling hereby approved a Unilateral Undertaking or equivalent mechanism shall be completed and submitted to the Local Planning Authority securing a payment of £3,135 to fund offsetting the remaining carbon emissions from this development.

Reason: In the interest of climate change and to help achieve zero carbon development across the borough and in compliance with Local Plan Policies SP4 and DM21.

Informatives:

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

INFORMATIVE: Party Wall Act

The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE : Community Infrastructure Levy

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL charge will be £12,495.01 (171.8sqm x £72.73) and the Haringey CIL charge will be £10,349.23 (171.8sqm x £60.24) (Indexation included). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative is be attached advising the applicant of this charge.

Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations by the inflation factor as published on-line.

Transport for London (TfL): The proposed demolition and construction works are associated with a development to be accessed from A1080 Westbury Avenue which forms part of the Strategic Road Network (SRN). TfL has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN. The A1080 is served by four bus routes, although the nearest stops are approximately 100m away. The footway and carriageway on the A1080 Westbury Avenue should not be blocked during the proposed demolition and construction works. Temporary obstructions during the conversion should be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A1080 Westbury Avenue. All vehicles should only park / stop at permitted locations and within the time periods permitted by existing on-street restrictions. For cycle parking, London Plan policy sets out that there should be 1 space

per studio or 1 person 1 bedroom dwelling, and 1.5 spaces per 2 person 1 bedroom dwelling.